THE

North-China Herald.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.
H. M.'s Legation, Shanghai, 22nd June, 1860.
E. St. JOHN NEALE,
Secretary of Legation.

Vol. XVII., No. 827. SHANGHAI, SATURDAY, JUNE 2nd, 1866. Price, Taels 15 ₩ Annum.

NOTICES OF FIRMS.

NOTICE.

MR. FERDINAND LUDDEKE, has been admitted a partner in our firm which will in future be carried on under the style of Bronsted & Luddeke as Commission *Merchants and Public Tea Inspectors.*

R. BRONDSTED & Co.
2ju 717 Hankow, 15th May, 1866.

NOTICE.—The interest and responsibility of Mr. William Barnet in our Firm ceased on the 31st March last.

GEO. BARNET & Co.
2jy 718 Shanghai, 26th May 1866.

NOTICE.—Mr. Arthur C. Oliphant is authorized to sign our Firm per procuration.

GEO. BARNET & Co.
26jy 719 Shanghai, 26th May, 1866.

NOTICE.—The business heretofore conducted by me at this Port, will from this date be carried on by Thomas Murdoch Drysdale, and John Melancthon Ringer, under the Style and Firm of Drysdale, Ringer & Co.

J. M. RINGER.
19au 715 Hankow, 12th May, 1866.

NOTICE.—Mr. Hugh Francis Ramsay is this day admitted a partner in our Firm which now consists of Richard James Gilman, Charles Augustus Wild, Henry Beverley Lemann, William Lemann, Edmond Henry Layers, and Hugh Francis Ramsay.

GILMAN & Co.
6ju 712 China, 1st May 1866.

NOTICE.—Mr. Cesar Schnepel has been admitted a partner in our Firm.

W. REMÉ & Co.
2ju 5878 Shanghai, 1st May, 1866.

NOTICE.—We have established ourselves at this port under the style and firm of Scheibler, Matthaei & Co. as *Merchant and Commission Agents.*

ROBT. SCHEIBLER.
CARL MATTHAEI.

Hong name *Kwong-yuen* 廣源

Office on the Premises of Messrs. Ed. Fitzz & Co.
4au 719 Shanghai, May, 1666.

NOTICE.—We have opened a branch of our Yokohama house at this Port, under the management of Mr. James Marr, who is authorized to sign the Firm.

STEPHENSON & Co.

Hong Name 金隆 *Kin Loong*

Temporary office Thorne's Buildings, Ningpo Road.
5ju 711 Shanghai, April 1866.

NOTICE.—The business of Messrs. JOHN FORSTER & Co., Public Tea Inspectors and Commission Agents at this Port, has been transferred to the undersigned, who will continue the same in his own name from and after 1st May next.

EDWARD W. LOVELL.
tf 706 Kiukiang, April 21st, 1866.

NOTICE.

I HAVE this day established myself in Kiukiang as *General Commission Agent.*

JOHN HARVEY.
tf 707 Kiukiang, 9th April, 1866.

NOTICE.—I have this day established myself at this port as *General & Commission Merchant and Public Tea Inspector,* under the style and firm of Overbeck & Co.

H. OVERBECK.

Hong Name, *Shun Fat* 發順

Office at Messrs. Maertens, Latham & Co's house.
3ise 700 Shanghai, 15th March, 1866.

NOTICE.—I have this day established myself at Hankow as a *General Commission Merchant* under the firm of Alex. Downie & Co.

ALEX. DOWNIE.
tf 690 Hankow, 15th March, 1866.

NOTICE.—The interest and responsibility of Mr. Thomas S. Odell in our Firm ceased on the 31st December, 1865; and Mr. Ernest Deacon has this day been admitted a partner.

DEACON & Co.
30ju 685 Canton, 1st January, 1866.

NOTICE.—I have taken the house in Hankow Road formerly occupied by Dr. Sibbald, and am doing business as a *Commission Agent & Broker.*

WILLIAM CHURCH.
Wha-Loong 華隆
30ju 683 Shanghai, 1st January, 1866.

NOTICE.

THE Undersigned (in the absence of Mr. Albert Robinson, M. Inst., C. E.) have been appointed Agents for Messrs. Randolph, Elder & Co., Engineers and Shipbuilders, Glasgow, are prepared to give full particulars concerning the cost of Steamers, Steam Dredging Vessels, Screw Pile Wharves, &c., and to contract for same at home prices.

Plans, models, and specifications of the above can be seen on application.

GLOVER & Co.
tf 434 Shanghai, 18th May, 1864.

NOTICES OF FIRMS.

NOTICE.—The Undersigned begs to announce that he has established himself at this port as *Tea Taster and Inspector,* and all orders confided to his care will receive his best attention.

J. OSBORNE.
tf 516 Shanghai, Sept. 8th, 1864.

NOTICE.

WE have established a branch of our Firm at Chefoo, and Mr. J. D. Thorburn will sign our Firm per procuration at that place.

MEADOWS & Co.
tf 297 Tientsin, 2nd November, 1863.

NOTICE.—I have this day established myself as *Public Tea Inspector* at this Port.

ALEXANDER COCK.
Office,—*Laou-Hokee-Hong.*
tf 635 Shanghai, Sept. 1st., 1865.

JOHN POOK,
COMMISSION AGENT,
4, Lime Street Square,
London, E.C.

INSURANCES.

THE NETHERLAND FIRE INSURANCE COMPANY OF ZUTPHEN.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept risks against fire on the usual terms.

BOURJAU, HUBENER & Co.
19au 714 Shanghai, 17th May, 1866.

NORWICH UNION FIRE INSURANCE SOCIETY.

Established 1821.

EXISTING INSURANCES UPWARDS of 75 MILLIONS PREMIUMS MODERATE. Settlements of Losses prompt and liberal. No charge for Policies.

Agent at Shanghai,
F. R. GAMWELL.
23ju-66 666 Shanghai, Dec. 23rd, 1865.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Act of Parliament.

Established 1809.

Capital £2,000,000.

THE Undersigned have been appointed Agents at this Port, Kiukiang, and Hankow for the above Company, and are prepared to accept risks against Fire at each place, on the customary conditions.

For further particulars apply to

GILMAN & Co.
tf 417 Shanghai, 23rd April, 1864.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000, on any one Building with its contents, or to the extent of £30,000 on three or more separate buildings in the same occupancy.

SMITH, KENNEDY & Co.
tf Shanghai, 25th February, 1859.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant Policies in this Office on the usual terms and conditions to the extent of Shanghai Taels 15,000 on the contents of any one building situated on the British Concession at Tzechuhlin, Tientsin.

SMITH, KENNEDY & Co.
tf Shanghai, 25th August, 1862.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on Ordinary Marine Risks to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* London, Hongkong, Singapore, Penang, and Batavia.

TURNER & Co.
tf Shanghai, 13th February, 1857.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE Undersigned having been appointed Agents in China for the above named Company are prepared to grant Policies against Fire at Shanghai to the extent of £10,000,—on one risk, as under:

1,—On Buildings or on their contents.
2,—On Ships, lying in port, or on their contents.

For further particulars apply to

Wm. PUSTAU & Co.,
Agents in Shanghai,
tf Shanghai, 1st December, 1858.

THE NORTHERN ASSURANCE COMPANY.

Capital £1,259,760 Stg.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances against Fire to the extent of £10,000 Stg. on any one Building, or on its contents.

For Terms, &c., apply to

TURNER & Co.
tf Shanghai, 3rd February, 1862.

NORTHERN ASSURANCE COMPANY.

THE Undersigned have been authorised to Grant Policies against Fire on buildings owned by Europeans and in the occupation of Chinese, provided such buildings are of first class construction and situated in the Foreign Settlement.

TURNER & Co.
tf Shanghai, 9th April, 1862.

INSURANCES.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL—TWO MILLIONS STERLING
INCOME—THREE HUNDRED THOUSAND POUNDS PER ANNUM.

TRUSTEES:
John Shaw Leigh, Esq. | John Naylor, Esq.
Charles Turner, Esq., *Chairman.*
Ralph Brocklebank, Esq., *Deputy Chairman.*

THE Company is now prepared to grant Policies to the extent of £15,000 on any one Building of European construction or its contents, and to accept Chinese risks to the extent of £8,000 in any locality within the Settlement.

Premiums are payable in drafts at 30 days sight (favor of Percy M. Dove, Esq.)

BOWER, HANBURY & Co.,
Agents for Shanghai.
tf 295 Shanghai, 21st Nov., 1863.

THE LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, Leadenhall Street, London.

JAMES HARTLEY & Co., *Managers.*

Established 1843.

THE Undersigned having been appointed Agents at Nagasaki for the above office are prepared to accept risks by first class steamers.

GLOVER & Co.
8jy-66 465 Nagasaki, 1st July, 1864.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above named Company, at this Port are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored thereon.

GIBB, LIVINGSTON & Co.
tf Shanghai, 15th September, 1858.

China Fire Insurance Company.

Subscribed Capital Tls. 2,000,000
In 400 Shares, of Taels 5,000 each
Paid up Capital Taels 200,000.

Directors.
George Tyson, Esq., (Messrs. Russell & Co.) *Chairman.*
F. Porter, Esq., (Messrs. Gibb Livingston & Co.)
J. Thorne, Esq. (Messrs. Thorne Bros. & Co.)
A. J. How, Esq., (Messrs. Johnson & Co.)
F. H. Bell, Esq., (Messrs. W. R. Adamson & Co.)
E. Iveson, Esq., (Messrs. Bower, Hanbury & Co.)

AGENCIES are established at the several Ports in China and Japan.

F. E. GWYN,—*Actg. Secretary.*
tf 320 Shanghai, 28th Nov., 1865.

THE LANCASHIRE INSURANCE COMPANY.

THE undersigned are prepared to grant Policies of Insurance on any one Building with its contents, to the extent of £5,000.

W. R. ADAMSON & Co.
tf 619 Shanghai, 10th July, 1865.

NORTH-CHINA INSURANCE COMPANY.

THE undersigned, as Agents for the above Company, accept Risks on produce shipped from this Port to Shanghai, Amoy, Foochow, Swatow and Hongkong.

MAITLAND, BUSH & Co.
Hong name—Wha-kee.
tf 370 Newchwang, January 1864.

AUSTRALASIAN FIRE, LIFE, AND MARINE INSURANCE COMPANY.

(Liability Limited.)

MARINE DEPARTMENT.

THE Undersigned having been appointed Agents in Shanghai for this Company, are now prepared to issue Policies on Marine Risks only, on the usual terms.

Losses can be made payable in Shanghai Hongkong, Calcutta, Melbourne, or London.

AUGUSTINE HEARD & Co.
tf 308 Shanghai, 4th December, 1863.

NOTICE.

LIVERPOOL AND LONDON AND GLOBE FIRE INSURANCE COMPANY.

THE Undersigned is authorized to grant Policies against Fire on Buildings or their Contents to the extent of £20,000 at this Port, Hankow, Kiukiang and Tientsin.

C. RYLEY
31dc-66 325 Shanghai, 14th Feb., 1866.

INSURANCES.

PHŒNIX FIRE ASSURANCE COMPANY.
LONDON.
Established in 1782.

Trustees & Directors.
Decimus Burton, Esq
Travers Buxton, Esq
Octavius Edward Coope, Esq
William Cotton, Esq.
John Davis, Esq
George Arthur Fuller, Esq.
Charles Emanuel Goodhart, Esq.
James Alexander Gordon, Esq.
Edward Hawkins, Jun., Esq.
Kirkman D. Hodgson, Esq., M.P.
William James Lancaster, Esq.
John Dorrien Magens, Esq
John Timothy Oxley, Esq.
Benjamin Shaw, Esq.
Wm. James Thompson, Esq.
Henry Heyman Toulmi Esq.
Matthew Whiting, Esq.

INSURANCES against Loss by Fire are effected by the Phœnix Company, upon every description of Property, in every part of the World, on the most favorable Terms.

The promptitude and liberality with which its engagements are always met by this Company are well known, and the importance of its relations with the Public may be estimated from the fact, that since its establishment it has paid more than *Eight Millions Sterling* in discharge of Claims for Losses by Fire.

The undersigned having been appointed agents of the above Company, are prepared to insure Buildings, Merchandise, Goods, and Property against Fire, for *large amounts.*

They are also authorized to insure Ships in the harbour against Fire, with or without cargo.

Claims will be paid either by the Agents here or the Company in London.

HUGHES, WILLGOSS & Co.
15jy-66 618 Yokohama, 3rd Mar., 1864.

UNIVERSAL MARINE INSURANCE COMPANY LIMITED.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks at the Current Rates of Premium.

DOW & Co.
31dc-66 324 Shanghai, 1st January, 1864.

ALLIANCE FIRE ASSURANCE COMPANY.
Capital £5,000,000 Sterling.

President:
Sir Moses Montefiore, Bart., F.R.S.

Board of Direction:
James Alexander, Esq., (Alexander, Fletcher & Co.)
C. J. Barnett, Esp., (Barnett, Hoare, Barnett & Co.)
G. H. Barnett, Esq., Glympton Park, Woodstock.
Benjamin Cohen, Esq., New Court.
James Fletcher, Esq., (Alexander, Fletcher & Co.)
William Gladstone, Esq., (Thomson, Bonar & Co.)
G. J. Goschen, Esq., M.P., for the City of London, (Fruhling & Goschen.)
Samuel Gurney, Esq., M.P. for Penryn and Falmouth.
James Helme, Esq., Director of the Provincial Bank of Ireland.
Sampson Lucas, Esq., (Lucas, Micholls & Co.)
Elliot Macnaghten, Esq., Director of the Provincial Bank of Ireland.
Thomas Masterman, Esq., Collingwood House, Brighton.
J. M. Montefiore, Esq., Director of the Provincial Bank of Ireland.
Sir Anthony de Rothschild, M.P., for the City of London.
Thomas C. Smith, Esq., 23, Oxford Square, Hyde Park.

Assurances on buildings and contents, accepted at lowest current rates. Losses promptly and liberally settled.

JARDINE, MATHESON & Co.,
Agents in China.
tf 437 Shanghai, 20th May, 1864.

LONDON AND LANCASHIRE FIRE AND LIFE INSURANCE COMPANIES.

THE Undersigned having been appointed Agents for the above named Company at Shanghai and Hankow, are prepared to grant policies against fire on the usual terms on any one building or its contents, as also on blocks of Chinese buildings.

For terms apply to

TRAUTMANN & Co.
11fe-67 576 Shanghai, 2nd June, 1864.

FOR SALE.

FOR SALE.

St. Julien Claret, (Barton & Guestier's) 1-doz. cases	Tls.	6,00
Medoc, (do. do.)	,,	5,00
Finest Cognac Brandy, (do.) do.	,,	10.00
Sherry, (Ynsis,)	,,	8.00
Cognac, (Gledstanes Coningham,)	,,	8,00
,, ,, ,,	,,	6.00
Port, ,, ,,	,,	8,00
,, ,, ,,	,,	7.00
Sherry, ,, ,,	,,	8,00
Champagne,	,,	12.00
Soda Water, (Schweppe's,)	,,	1,25
Nassau Seltzer Water,	,,	2 00

CHAPMAN, KING & Co,
tf 223 Shanghai, 1st August, 1865.

MISCELLANEOUS.

DINNEFORD'S FLUID MAGNESIA

Is the great remedy for
ACIDITY OF STOMACH, HEADACHE
HEARTBURN, INDIGESTION,
SOUR ERUCTATIONS & BILIOUS AFFECTIONS.
It is the Physician's cure for

GOUT,

Rheumatic Gout, Gravel, and other complains of the Bladder, and in cases of **Fever and Feverish Irritability of the Skin** it produces grateful cooling effects. As a safe and gentle Medicine for Infants, Children, Delicate Females, and for the sickness of Pregnancy, Dinneford's Magnesia is indispensable, and when taken with the Acidulated Lemon Syrup forms

A Delightful Effervescing Saline and Aperient.

Prepared by
DINNEFORD & Co.
Chemists, London,
And Sold by Druggists and Storekeepers throughout the World.

Caution.—Ask for *Dinneford's Magnesia,* and see that "Dinneford & Co." is on every Bottle and Label.

A. S. WATSON,—*Agent, Hongkong.*
23dc-66 669 December 23rd, 1865.

Telegrams to Europe per Indo-European, Malta and Alexandria and Malta and Trieste Lines.

THE Undersigned beg to tender their services for receipt or transmission of Telegrams by the above lines.

J. GIBSON THOMSON & Co.
Agents for Reuter's Telegram Company, (Limited)
Point de Galle, Ceylon, Sept 18 21st, 1865.
tf 650

SAUCE.—LEA AND PERRINS'

WORCESTERSHIRE SAUCE.

Pronounced by Connoisseurs to be the Only Good Sauce and applicable to Every variety of Dish.

Extract of a Letter from a medical gentleman at Madras to his brother at Worcester May, 1851.

"Tell Lea and Perrins that their Sauce is highly esteemed in India, and is, in my opinion, the most palatable as well as the most wholesome Sauce that is made"

CAUTION.

LEA AND PERRINS
Beg to caution the Public against spurious imitations of their celebrated
Worcestershire Sauce.

L. & P. have discovered that several of the Foreign Markets have been supplied with Spurious Imitations, the labels closely resembling those of the genuine Sauce, and in one or more instances the name of L. and P. *forged.*

L. and P. will proceed against any one who may manufacture or vend such imitations, and have instructed their correspondents in the various parts of the world, to advise them of any infringement of their rights.

ASK FOR LEA AND PERRINS' SAUCE.

*** Sold Wholesale and for Export, by the Proprietors, Worcester; Messrs. Crosse and Blackwell; Messrs. Barclay and Sons, London; &c., &c.; and by Grocers and Oilmen universally.

31dc-66 672 December 23rd, 1865.

MERWIN & BRAY
FIRE-ARM CO.'S
Belt and Pocket Size Cartridge Revolvers.

THE *Belt* size weighs 22 oz., and carries a ball 42-100 calibre (larger than Colt's. Navy), and can be used with either fixed or loose ammunition. The *Pocket* size weighs 11 oz., and carries a ball 30-100 calibre (same as Colt's 4 and 6 inch.)

These Pistols are loaded and discharged with only four motions—a degree of perfection never yet attained by any other arm. *A full round may be loaded and discharged in thirty seconds.* These arms have been adopted *exclusively* by the U. S. Revenue Service. Printed circulars (with illustrated cuts), naming prices, sent by mail when required.

Merwin & Bray are also sole proprietors of the Ballard Breech-Loading Rifle and Carbine. Their high character for Military and Sporting purposes is so well established that the public only wish to know where they may be *purchased.* These Rifles were used by Captains Crawford and Fisk on the Overland Expedition to the Pacific, under orders of the U. S. Government. The Government and the State of Kentucky have about Twenty Thousand (20,000) now in active field service, of which the highest testimonials are received.

Sold by Wholesale and Retail Dealers generally.

Address orders to

MERWIN & BRAY,
No. 262 Broadway, N.Y

P.S.—Important.—These Rifles can be used with either fixed or loose ammunitions,
27ju-66 4971 Paris, 26th October, 1864.

ADVERTISEMENTS.

NOTICE.—I have this day established myself as *Public Silk Inspector* and *General Commission Merchant* under the style of Underwood & Co.

PHILIP H. UNDERWOOD.
30ju 720 Shanghai, 1st June, 1866.

NOTICE.—We have this day opened a branch of our House at Tientsin and have appointed Mr. A. D. Startzeff our Agent at that port.

OKOOLOFF & TOKMAKOFF.
o 721 Hankow, 26th May, 1866.

Miscellaneous Intelligence.

DIED.

At New York, on the 3rd April, at 1 A.M., after a severe illness, Anthony Bleecker Neilson, formerly of China.

BIRTH.

At Newcastle-on-Tyne, on the 25th March, the wife of R. W. Halket, Esq. of Hankow, of twins, a son and a daughter.

LATEST DATES.

England, (tel.) May 5	Hankow, May 27
Hongkong, " 29	Nagasaki, " 19
Tientsin, " 20	Yokohama, " 16

Latest dates in England, from China,—

Hongkong, Feb. 14 } Received via Marseilles
Shanghai, " 8 } Mar. 27th.

OPIUM QUOTATIONS.

For the week ending May 25th, 1866.

May—	Malwa. New. Tls.	Old.—Tls.	Patna. New.—Tls.	Old.—Tls.
26,—	600 a 610		505	485
28,—		610		475
29,—	600	615		480
30,—	605	615		480 a 485
31,—	595 a 600	610,	482 a 485	
June. 1,—	595 a 600	610 a 615		485 a 490

LATEST SHIPPING INTELLIGENCE.

Arrivals.—June 2nd, "Express," (Br. str.) Whitelaw, from Ningpo; "Nanzing," (Br. str.) Tulloh, from Tientsin, "Moyune," (Amr. str.) Johnston, from Hankow; "Labourdonnais," (Fr. str.) Pellisot, from Hongkong.

Departure.—June 2nd, "Ganges," (Br. str.) for Hongkong.

PASSENGERS.

Arrived.—Per str. "Kiangloong" from Hankow:—Mr. & Mrs. FitzRoy, Miss Freer, Messrs. Pree, Heard, Sams, and Dent. Per "Nanzing" for Tientsin.—Messrs. Taintor and Woodruff, and 45 Chinese.

Departed.—Per P. & O. steamer "Cadiz" for Yokohama:—Mrs. & Miss Pollard, Messrs. H. H. Winn, J. E. Winn, S. Secondo, C. Carlo Melchors, E. F. Ansell, F. Stone, J. Maitland and R. B. Hay. Per "Granada" for Nagasaki:—Messrs. Phillipins, A. Ortmans, G. Green, E. Harrison, Hogquist and M. Flowers.

One of the P. & O. Co.'s Steamers, with Mails, &c., for Europe, will leave on Thursday the 7th inst.

The London Mail of the 26th April, due in Hongkong on the 6th June, and here on the 11th.—It arrived last year on the 11th June, per *Fohkien*.

TERMS FOR ADVERTISING.—To Subscribers. Ten Lines and under, *One Tael*:—each additional line, *One mace*. One-half of these charges for repetitions. Contracts may be made for 3 months, or longer, *payable in advance*.

☞ *Advertisements will be repeated unless countermanded.*

ORDERS.—From other ports, for Subscription and Advertisements, must be accompanied by a reference for payment in Shanghai, or they cannot be attended to, in consequence of the inconvenience of collecting small sums at distant places.

PRICE OF THE *NORTH-CHINA HERALD*.—Per Annum, *Fifteen Taels*;—Six Months, *Eight Taels*;—Three Months, *Four Taels*;—*all payable in advance*. Single Numbers.—To Subscribers, 2 *mace* 5 *cand.*:—To Non-Subscribers, *Five mace*. Subscriptions will be considered as renewed, unless notice to the contrary be given before the expiry of the current term.

The publication of the *North-China Herald* commenced at 7 P.M.

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, SATURDAY, JUNE 2, 1866.

Grave suspicions have of late attached themselves to the conduct of the Acting Governor-general, whose ultimate designs have so long been matter of speculation to foreigners. Foreigners, it is true, have looked on at the manifestations of Li Hung-chang's policy with curiosity rather than with interest, the secret of their curiosity lying in the fact that from him is expected to arise the next crisis that will convulse China. The mode in which the Chinese government treats its officials is eminently calculated to render them indifferent to the fate of the dynasty so long as they can themselves obtain power. The position of each is so precarious, and the conduct of his immediate chief so arbitrary, that he is obliged to trust to his own powers, his influence or his wealth, if he desires to obtain a firm hold on the advantages of an official position. So it has been with the Governor-general. Raised by his own talents to the high rank he occupies, he has literally nothing for which to thank the government. On the other hand he has been misrepresented, bullied and finally disgraced nominally, only, however, to be re-instated in his honours and dignities by a weak and vacillating administration. That Li Hung-chang is a man of very great sagacity cannot for a moment be doubted, and it is impossible that he could fail to observe that the alternate caresses and reprimands of the central government were so many proofs of its weakness and apprehension. For Li Hung-chang is undoubtedly feared at Peking. The occasional austere communications addressed to him in the pages of the *Peking Gazette* are so many assertions of authority, but both he and the framers of these despatches know well that in receiving and issuing them a pre-arranged farce is being scrupulously acted. His real position then, stripped of all the forms of servitude wherewith it has been surrounded, is that of an independent prince, and in more than one instance he has asserted his dignity as such. The Ward case, the Burgevine case, and the Sungkong claims are instances in point. He received and acknowledged his instructions, and then disregarded them. This is in a measure to be accounted for by the weight of responsibility thrown upon the Governor of a province. He is invested with supreme power within the limits of his jurisdiction, and it is tacitly understood that, so long as all goes on well, he is not to be subjected to interference. If his province be *not convulsed by rebellion*; if the due amount of tribute be forwarded to the capital; if too many protests against his legislative measures be not brought before the throne, the government *of* Peking is content to remain the immovable center of a circle of small empires. But making full allowance for this, the acts of the Governor-general prove that he holds his power in a firmer grasp than do any of the other potentates who rule the provinces. Possessing the consciousness of an overwhelming influence gained by actual exertions in behalf of the reigning dynasty, Li Hung-chang has of late devoted himself to making his position secure. The batteries at Nanking, including vast numbers of the most celebrated rifled guns, the stores collected there, the enormous magazines stocked with munitions of war, the arsenals which for extent may vie with those of the most powerful nations of Europe, testify to the existence of some anticipation of evil or difficulty, against which it is necessary to provide. These demonstrations may mean nothing. The Governor-general may have learned the corruption and weakness of the central government, and may have resolved to supplement its resources in case of foreign invasion by his own garrisons and warlike provisions. But this, to say the least of it, is unlikely, and basing our conjectures on the recognised principles which rule and govern human nature, we are more disposed to attribute his extensive preparations to a desire to secure personal aggrandisement.

One circumstance connected with Li Hung-chang's late measures is especially worthy of note, as it appears to belie the suspicions now entertained both by natives and foreigners. Although he must be aware that in any struggle which *may arise in China foreigners* will take a prominent part, he has consistently abstained from making concessions to their prejudices or courting *their friendship*. He has throughout his administration maintained a position strongly antagonistic to foreigners, and in case of a third war, he could expect little from them did they resolve to partition the country. Whatever he is about to do, he contemplates doing either as a faithful vassal of the crown or, as is more likely, as the founder of a new dynasty under whose sway the barriers put up against unrestrained intercourse with foreigners would in all probability be more carefully guarded than at present. This is, we imagine, the weak point in Li Hung-chang's policy. In case of another war, which already looms on the horizon, he would share the fate of others of far less talent. Faithless as an ally he would be dangerous as an enemy, and his fate would therefore be—to be effectually crushed.

We fear that the logic of Sir Rutherford Alcock's despatch in regard to the plying of small steamers on inland water, is unassailable, however unsatisfactory its tenor. The most able member of the Tsungli-Yamên, admirable casuists as the Chinese are, could not have produced a more able defence of the position of his government; and the inference to be drawn is that no act of commercial intercourse will be permitted, no concession must be looked for, which is not expressly and literally guaranteed by the Tientsin treaty. Art IX, while permitting British subjects to travel in the interior for purposes of trade, omits to mention the means of transit they may employ; Art XII, while allowing them to purchase land at the ports or other places, omits to stipulate where the "other places" are, so the two expressions are interpreted to be synonymous; and merchants are reduced to peddling their goods in a native boat, if they desire to avail themselves of the permission to trade. An attempt to erect an iron building to facilitate the drying of silk cocoons, was lately frustrated by a peremptory order from the local officials to refrain; and now, the use of foreign vessels to transport the cocoons is forbidden on still higher authority. There is one advantage in this unfailing interpretation of the treaty in a sense adverse to foreign interests, which should not be overlooked. It tends greatly to simplify diplomacy. For all practical purposes the commercial portion of the treaty might be summed up in a dozen words, permitting foreigners to reside at the several treaty ports and buy and sell goods which the Chinese may bring or require. The provisions destined to facilitate commercial intercourse in an extended sense, are void and of none effect. Yet it cannot be denied that, by a careful collation of inferentially prohibitive clauses, Sir Rutherford has succeeded in making out so strong a case for the Chinese, that it only remains to regret the insertion in the treaty of provisions so antagonistic. If British subjects were intended to trade in the interior, facilities should have been given them for doing so; if not, Art IX had better been omitted. When departing from the standing ground afforded by the treaty clauses *which he quotes*, Sir Rutherford is less happy. It is one thing to show that, under the wording of our present engagements, we cannot demand the *right in question*, but it is quite another to prove its inutility. The concession of the privilege asked, implies much more than the enabling three small steamers to become profitable to their owners; it implies increased facilities of trade with the interior which, unless the natural laws that regulate trade prove different in China from elsewhere, must result in a gradual increase in trade itself. It is easy to understand that the Chinese object to the introduction of a means of carriage which would gradually supersede their own slow process, and that they should desire to avoid the possibility of collision with men against whom their police would be feeble. But Sir Rutherford's idea of the only plea on which we could ask them to incur these inconveniences is a narrow one, and his estimate of the difficulties exaggerated. From his point of view our demand appears so unreasonable as to be outrageous. The peace of a whole country is to be endangered, and the risk of political complications run, in order that three small steamers may become profitable to their owners; an apparent *reductio ad absurdum*. But if the case be turned, and viewed from the opposite point, the absurdity disappears. A morbid apprehension of collisions which might certainly occur occasionally, but the danger of which is greatly over-estimated, is not sufficient ground to check the development of trade in one of the most productive countries in the world. There are at present no insurgents to abet, in any of the districts through which steamers could run; consequently no unscrupulous foreigners could contrive to aid sedition, and that portion of Sir Rutherford's *argument fails*. It will always be possible to temporarily withhold permission if disturbances arise. But here is an inconsistency. Sir Rutherford urges the *danger* that foreigners would aid sedition in case of political troubles, as a reason why silk steamers should not be allowed to run; whereas the Chinese actually did allow them to run while the rebellion in Kiangsu and Che-keang was at its height, and withdrew permission as soon as it had been crushed. This danger therefore does not appear to have influenced their decision; and the danger of collision between the foreign crews of those small steamers and the authorities is greatly over-estimated. The two or three men who form the foreign portion of the crew must be turbulent spirits indeed, if "serious violation of peace, and wide-spread disorder" are to follow in their track. The rowdies who actually do harass the Chinese, by aiding rebels in time of war and by piracy in time of peace, would not find their facilities for annoyance at all increased by following in the wake of a steamer manned by their countrymen. On the contrary, they would avoid its track from fear of detection. Beyond the same instinctive desire to oppose foreign intercourse which first suggested the endeavour to oust us altogether, and now impels them to restrict as much as possible our movements, the real reason why the officials oppose the introduction of either steamers or railways, is the dread lest the boating class be deprived of their occupation. And when we consider how recently the operatives of our large manufacturing towns in England destroyed the machinery which they feared was destined to supersede handicraft, it is not surprising that they should entertain this apprehension. Experience only can teach them, as it has taught us, that improvement in mechanical appliances does actually rather increase than diminish the demand for labour.

Summary of the Week.

The continued coolness of the weather has hitherto been a source of congratulation; but it can hardly be expected to last much longer. Several cases have been tried in the Supreme Court; but none of particular importance, except one brought by a discharged employe of the Harbour Master's department against Mr. Hockly, for some *Tls.* 200 which he alleged to be due. The action involves the principle whether or not foreigners in Chinese employ can be sued for responsibilities incurred in their official capacity. The foreign ministers have ruled that they cannot. It remains to be seen whether the Supreme Court will take the same or a different view. A daring robbery has been perpetrated by foreign rowdies on a boat containing a quantity of money destined for the purchase of silk. The police have succeeded in recovering $5,000 out of the $9,000 stolen and have arrested five men. *Small musters of new silks have been* received. The prizes won at the Volunteer Rifle meeting reported in the *N. C. Herald* of the 12th ultimo, have been distributed. An account of the proceedings will be found elsewhere.

An accident has occurred at Ningpo, which resulted in serious loss of life. A large religious procession which was crossing the bridge of boats, was checked in an endeavour to collect toll; when the planking gave way beneath the unusual crowd, a number of whom were precipitated into the water and drowned.

Hakodadi letters mention the destruction of the Russian hospital at that port by fire, and record instances of care and devotion by Dr. Zuleski and his Japanese servants towards the helpless patients, all of whom were saved.

By the French Mail, which arrived today we have received no *Straits Times Extra*. We learn, however, that war has been declared between Austria and Prussia. Subjoined is the Chamber of Commerce telegram:—

CHAMBER OF COMMERCE TELEGRAM.

London, 5th May, 1866. 4.50 P.M.
Hongkong, 27th May, 1866.
Shanghai, 2nd June, 1866.

Cotton, 11½d. Grey Shirtings, 14s. 6d. a 15s. Yarn, 19. Tea, barely maintained. Silk, 29s. 6d. Bar Silver 61¼. Dollars, 60. American Tea, 4 cents lower. American Exchange, 136¼. American Gold, 127. Rupees, 23¼. Consols, 86¼.

S. V. C.

Distribution of Prizes.

The prizes won at the last Rifle meeting were distributed yesterday at H.B.M. Consulate ground, where the Rangers, Artillery and Rifle Company were paraded for the purpose. The successful competitors were Sergeant Kidner who carried off three prizes, Captain Maclean, Lieutenant St. Croix, Corporal Pearson, Trooper Evans, Gunner Anderson and Private Breuell, the latter absent. The prizes, which consisted of three richly chased silver Cups, and sundry bundles of Tael Notes, were presented in turn by Mrs. Fitzroy, Mrs. Butcher, Mrs. Markham and Miss Hudson, in terms so well calculated to raise the enthusiasm of the members of the Corps and induce them to join the ranks, that we give them in full. Mrs. Fitzroy spoke as follows:—

Sergeant Kidner!

Through the courtesy of the Commandant, it is my privilege, on behalf of the Shanghai Customs Volunteers, to present to you this cup for which you have so successfully competed with your comrades and the Rangers.

Under the tuition of so able an Instructor of Musketry as yourself, and such energetic commanders, the Shanghai Volunteers have already attained so high a degree of perfection in the art of war that the inhabitants of the "Model Settlement" need no longer dread the approach of the enemies of the "Ta Tsing" dynasty.

I have now but to add that I wish you health and happiness, and success to your Corps generally.

Gunner Anderson!

The pleasing duty has been assigned to me, on behalf of the officers of the Shanghai Customs Volunteers, of presenting to you this prize as the best rifle shot in the Battery. The score made by you, including 7 "Bull's Eyes" in 10 shots, could scarcely be excelled in any country, and you have well maintained the honor of the "Stars and Stripes" in this friendly rivalry.

May the Customs Battery sustain at future meetings the position you have achieved for it.

I wish you health, happiness, and success, to enable you ere long to carry fresh laurels to your home across the Pacific.

Lieutenant de St Croix,

I have much pleasure in presenting to you this prize, on behalf of the Officers of the Shanghai Customs Volunteers.

Let me hope that the energy and skill which you have displayed on this occasion may—devoted to your official duties—obtain for you yet more substantial rewards in the service of His Imperial Majesty, under whose banner we have enlisted.

Mrs. Butcher when presenting the 5th prize to Gunner Anderson, and the Consolation Cup to Corporal Pearson, said:—

Gunner Anderson,

I am sure the pleasure you had in winning this prize is not greater than the pleasure I have in giving it to you. May it grace your table for a *few* years in China, and for many many happy ones in your own country.

Corporal Pearson,

I have great pleasure in presenting you with this prize. If you have the consciousness that you did your best on the day of trial and form a resolution to win yet higher honors at the next meeting, I am sure you need envy none of the other competitors. For this Consolation Cup will be the memorial of past exertion, and the pledge of future victory.

Mrs. Markham said:—This is the second occasion on which I have been asked to assist at the giving away of the prizes for good shooting, to the members of the Corps. To you, Sergeant Kidner, I have already had the pleasure of giving prizes, I now hand you the badge of the best shot of the Corps. To Mr. Breuell, who I regret is not here, I have also to give a marksman's badge, as well as the prize my husband's corps has presented to the Rifle Company.

To Trooper Evans

To you, Trooper Evans I have great pleasure in giving the Champion Cup, and that presented by the Rifle Corps. Both have been well gained, and the Shanghai Rifles will forgive me for saying so, I am truly glad that the Champion Cup of the whole Corps has been won by a Mounted Ranger.

Miss Hudson, in presenting the Commandant's Cup to Captain Maclean, said—

Captain Maclean.

I have great pleasure in presenting you the prize offered by your Commandant. This pleasure to me is enhanced by the fact that I know how much he individually values the assistance you have been to him personally, and how greatly the Corps values the hearty and loyal interest you have always shown in the Volunteer movement in Shanghai. I could have wished, but the fates were against it, to have presented you with the equivalent of the contents of this envelope in a more artistic shape, but you must take the will for the deed, and believe that in offering it as I do, the pleasure of feeling that you have earned it, is the same.

To Sergt. Kidner.

To you, Sergeant Kidner, I have to give the All Comers' Sweepstakes. It is not the first prize you have won, neither will it be, I am convinced, the last that you will win. The skill shewn by you, and the interest you take in the use of the weapon which was the means of winning it, entitle you well to the success which on this as on other occasions has attended your exertions.

The Commandant then addressed the Corps in the following terms:—

Gentlemen of the Mounted Rangers, Customs, Artillery, Battery and Rifle Company of the Shanghai Volunteers.

As we shall not in all probability meet again until the autumn, permit me to thank you, Officers as well as men, for the hearty manner in which you have redeemed the promise made in the beginning of the year, that we would be a Volunteer Corps in something more than a name. We have had real earnest work in drills, and the manner in which we have done our work, when brigaded with the Naval Brigade, shows that attention has been paid to drill and has merited the praise which Captain [illegible] and others have bestowed upon us. We have shown the Community of Shanghai that we intended work, and we have performed it. We have sought to render ourselves fit for any duty that in any exigency we might be called upon to perform: and without asking for it, we may reasonably think that we have earned the right to their support and encouragement. We have not become Volunteers for the sake of fun, for the sake of uniform, or indeed any thing but the anxious desire that when called upon we might be the protectors of our fellow citizens and their property. Volunteering is really hard work, and I don't think any of us have shirked it. I trust that the community will reflect on this. We ought to number hundreds instead of units. This is the encouragement we want, we don't ask for other assistance but we want members, not merely to swell our ranks on paper, but to render the Corps now that the regular troops have left us to our own resources, a really efficient body for the object for which we were enrolled. I trust that the fate of the Hong Kong Corps will not be ours. I don't believe it will, but it is in the hands of the community; and the fault will be theirs, not ours if it ever is. Personally and individually I thank you all; you have covered and condoned my short-comings, and proved yourselves actuated by an earnest desire to be the right men in the right place when the moment,—which all trust may yet be far distant but which it is well to remember may at any hour of the day or night arrive—for action arrives. With these few words I beg to dismiss you until the autumn shall with renewed vigour and in greater numbers call us again together.

About one hundred and twenty stand of arms were on the ground. Several ladies were grouped around the table where the prizes were exhibited, and the general public, both native and foreign, was well represented among the spectators.

Correspondence regarding the plying of small steamers on inland waters.

Shanghai, *25th May*, 1866.

Geo. Tyson, Esq.,
Shanghai Chamber of Commerce.

Sir,—Referring to my communication of 12th ultimo stating my intention to forward to H. M.'s Minister at Peking, your letter containing the representation of the owners of small steamers of the loss and inconvenience they were subjected to by reason of the inner waters being closed to such craft, I have now the honour to enclose for the information of those interested, and the members of the Chamber generally, copy of the reply received from Sir Rutherford Alcock, K. C. B. &c., &c., &c.

I am
Sir,
Your obedient Servant,
CHARLES A. WINCHESTER
H. B. M. Consul.

Peking, 8th *May*, 1866.

C. A. Winchester, Esq.

H. B. M. Consul, Shanghai.

Sir,—I have received your Despatch of the 12th ultimo enclosing copies of communications from the Chamber of Commerce at Shanghai and several of the resident firms, owners of small steamers, praying for a removal of the restriction on the employment of these craft in the inner waters.

I perceive the owners and agents of these small steamers claim the privilege they seek, not as a favour but a right, the denial of which is considered a violation of Treaty. I am quite at a loss to understand how any one can read Article IX as giving a right to Foreign vessels to navigate the inland water of China, still more so when taken in connection with Articles XIV and XXVIII. Any such interpretation as the Chamber of Commerce seeks to put upon these Articles would, I conceive, be incompatible with the clear and indisputable meaning of Article XLVII, which limits expressly the Ports of trade for foreign vessels to those specified in the Treaty. Were all other argument wanting, the fact that the navigation of a single inland water-course for purposes of trade, the Yangtze-kiang, was the object of a separate Article, without which it was admitted by the very act that no right could exist,—is conclusive.

The Great River is only open to Foreign bottoms by an express provision, and trade is limited in the most express terms to certain places specified by name.

The Treaty negatives in the clearest manner therefore, I must conclude, any pretension to navigate without limit the inland waters in foreign bottoms, and we are precluded from enforcing any larger interpretation of the express terms of the several clauses by reference to international law; for no Western power allows foreign vessels unlimited access, even where there is no law of exterritoriality to paralyse the local and territorial authorities by withdrawing foreigners from judicial punishment of misdeeds and crimes committed within the limits of their jurisdiction.

Failing these grounds for a removal of restrictions, two other arguments seem to be relied on, first that a prescriptive right has been established by use, and, secondly, that these small steamers only differ from house-boats which are not prohibited, by a difference in motive power.

As regards the first, it is enough to say that no country can allow its laws or its rights to be interpreted by acts contrary to law, whether permissive or impossible at the time to prevent, in districts which are in an exceptional state of civil war and anarchy. And in reference to the second, it is to be observed that if house-boats are allowed to proceed unquestioned they can only do so by a concession on the part of the authorities. In so far as they may be owned or manned by foreigners, they are in contravention of the treaty, which makes no provision for foreign boats or vessels navigating the inland waters. If the house boat be owned and manned by natives, it comes under Chinese laws and jurisdiction, whether it assumes to carry a house or other foreign flag or not. If, on the contrary, it be owned or manned by foreigners, it cannot pass for purposes of trade beyond the limits specified by Treaty for foreign vessels, without violation of its Articles. The small steamers now in question not being registered vessels, cannot affect the question. The only category in which they can legitimately be placed, is that of Foreign vessels; as such, they are authorised to trade at certain ports specified by Treaty, under the Regulations agreed upon, and not otherwise.

A right such as has now been put forward therefore, whether based on Treaty, international usage, prescription from custom, or the native character of the vessel, is equally void of foundation.

It only remains to consider how far the removal of the existing restrictions can be reasonably urged upon the Chinese Government for the advantage of foreign traders, consistent with any sound policy or principle of expediency. I have had communications both with my colleagues resident at Peking and with the Yamên of the Foreign office here, on the subject.

In so far as it may be possible to advance the interests of foreign trade without grave prejudice or wrong to the Chinese, there could be but one opinion and one desire among the Representatives of Foreign Powers; nor can I attribute to the Chinese Cabinet any indisposition to listen favorably to whatever may be urged in an equitable spirit for the advancement of Commerce, if the propositions do not carry with them obvious dangers, loss in a national point of view, or difficulties which are not easily got over. The result however is not calculated to satisfy those who are disposed to look at only one side of the question.

The free permission to Foreigners to navigate with steamers all the interior waters of China under existing circumstances, could not be otherwise than dangerous to the peace and good order of the native population. The experience of the last ten years of material aid given by unscrupulous Foreigners to natives in open insurrection on the coast, and more recently on the Yang-tsze-kiang, has been too unmistakeable for the Government of China to feel disposed to throw open the whole interior of China to the same disturbing influences, and furnish everywhere aids to sedition by the instrumentality of Foreigners in no way amenable to their control. So long as there is no modification of the exterritorial clause, *I do not at present see how any Foreign Power can urge the removal of such restrictions as yet remain*, for this simple reason if for no other, that not one of the Treaty Powers can offer any guarantee against serious violation of the peace and widespread disorder in the track of Foreigners. I leave aside for the moment all consideration of international complications, the danger of collisions, and other difficulties which might not improbably be among the more fatal prospective results; and if the government of this country ask for what object these evils immediate and prospective are to be risked, it will scarcely seem a sufficient *answer that these* few small steamers should prove profitable to their owners, or even that the trade of Foreigners generally might be in some indefinite degree benefited. The time may come when the question of navigating the inland waters of China by Foreign vessels may be considered under conditions more favorable to a mutually satisfactory result. In the meanwhile the purchase of steamers in question and others of the same class, by the Chinese Authorities or by native traders, may pave the way to a consideration of the whole question in a liberal spirit of concession, unimpeded by prejudices only too natural, and free from the *consciousness of a* great danger to the country and ever recurring difficulties with Foreign Agents and their Governments. To further this more gradual process of enlarged intercourse, I have suggested to the Yamên the expediency of their taking advantage of the present opportunity of assuring such improved means of navigating their own waters and keeping rapid communication through disturbed districts. They must of course employ Foreign engineers and officers while they are training their own people to manage such vessels (and this would be another means of fusion and assimilation which could hardly fail in time to bear good fruit,) but I am clearly of opinion that under existing conditions, it would neither be justifiable nor expedient in the general interests to take any more decisive step to realize the wishes of the Chamber of Commerce and its correspondents.

Your obedient Servant,

(S'd.) RUTHERFORD ALCOCK.

U. S. Consulate General for China.

Shanghai, 23rd May, 1866.

Geo. Tyson, Esq.

Vice-Chairman of the

Chamber of Commerce.

Shanghai.

Sir,—I have received the reply of the United States Charg éd'Affaires at Peking to my letter, forwarding to him yours of the 11th April, 1866, having reference to the use of small steamers upon the interior water of this province, a copy which I now transmit to you.

I am

Sir,

Your Obedient Servant,

GEO. F. SEWARD.

Legation of the United States,

Peking, 10*th May*, 1866.

Sir,—I beg to acknowledge the receipt of your dispatch No. 48 of the 26th ulto., including two communications from and to Mr. George Tyson, Vice-Chairman of the Shanghai General Chamber of Commerce, respecting the legality of foreign steamers proceeding into the interior water of China, and urging the permission accorded to them in the vicinity of Shanghai as a proof in favor of the practice.

This question, it appears, has attained its present importance through the implied consent of the provincial authorities of Kiangsu for such vessels to go into the silk districts during the rebellion, in order give greater protection to lawful trade.

Relying on a continuance of this permission, these steamers were built for this business, but are now rendered comparatively useless by its withdrawal, which act is regarded as being in "direct violation Art. IX of the British Treaty." and also indirectly contravening Arts. XIV and XXVIII.

I need hardly remark how much the interpretation of these articles is affected by the circumstances of the writers, and by the previous non-prohibition of the Native Authorities, when they were struggling for existence against their rebellious subjects, which brought about the present state of things. But the acts of officials in any country under such circumstances not being usually inspected as they are in time of peace, it seems to me only just to the Chinese Government that the interpretation of this article should not be founded on the proceedings of Governor Li, when he availed himself of every means to put down the rebels.

The whole tenor of Art. IX limits travelling in the interior of China by such Native agencies and appliances as are obtainable on the spot; and the two expressions "hiring persons" and "hiring vessels," must be understood by this intention, and be held to mean Native coolies, and cartmen, and boats. I can confirm the opinion of Sir Frederick Bruce, referred to by you, as being that which was the understanding when the Treaty was made. To allege that these expressions can include a foreign steamer and her foreign Captain and Engineer, even if the crew are natives, involves an interpretation contrary to Art. XLVII, which limits the ports of trade for British vessels to these previously mentioned.

The writers of these letters, would not, probably, maintain, that because these steamers are not registered, therefore they require no protection; and their argument that they are only "house boats" with a different motive power, and should be recognized under that class, begs the whole question. They are built abroad, are officered by foreigners, and carry foreign flags, which places them on the same footing as the vessels intended by Art. XLVII to trade only at open ports. I cannot therefore admit the inference that the permission given to travel in the interior by Art. IX involves the use of all or any vessels that the Traveller please: much less can I assent to the remark that the connivance or consent of the Chinese local authorities during the past few years precludes them from all discussion as to the true meaning of this article.

Moreover, the permission for foreigners to carry their steamers into the interior waters of China would involve most serious consequences to the Native authorities, and be almost impossible to restrain when once initiated. The experience of the last few years has proved how much encouragement unscrupulous foreigners can and will give to seditous Natives; and such illegal proceedings would be extended from the coast throughout the provinces.

On the other hand, the favor shown by the Chinese authorities themselves to the plan of buying these steamers, is a fact full of encouragement as to the navigation of the inland waters, and the adoption of the same conveniences of transit and security of freight which the writers of these letters wish to bring about. If no Western Power allows foreign-owned and foreign-manned vessels to navigate their inland streams at pleasure, even when the rights of exterritoriality do not exist to prevent the local authorities summarily punishing misdeeds; how much more should the weakness of Chinese Magistrates not be put to this strain, and they be forced to adopt a practice fraught with the greatest hazards to themselves and foreigners too, merely to save a few merchants on the seaboard from suffering loss on their steamers.

Though Mr. Tyson's letter seems to intend to limit the use of steamers to the Kiangsu province, the principle would, of course, extend this mode of navigation by foreigners to all parts; but I think he will admit that if the Chinese can develop it themselves, though perhaps more slowly, the advantages will be greater.

I am,

Respectfully,

Your obedient Servant,

S. Wells Williams.

To Geo. F. Seward Esq.

U. S. Consul General.

SHANGHAI RACQUET CLUB.

At a Meeting held at the Shanghai Club, on Friday the 25th May 1866, the following resolution was carried unanimously:—

Proposed by Mr. Merry,

Seconded by Mr. Hearn:—

"That Rule 8 in the Addenda of the 2nd September be abolished, and that the *following words be substituted, viz:*—

"That on a vacancy occurring in Class A. the Committee and Hon. Sec. shall write to the Member whom they consider the best player in Class B. and appoint him to the vacancy, but on his accepting the position assigned him, he will at once incur the responsibility specified in Rule 4."

Members present.—Messrs. Merry, Hearn, H. Innes, Kidner, Cann, Broom, and A. Fisher.

ROWING MATCH.

The weather was everything that could be desired on Monday, fine and cool, and a large number of spectators crowded on board the *Hercules* to accompany the race. *Red* got their boat first in the water and pulled leisurely up to the starting point, followed after about ten minutes by their adversaries and by the steamer. The usual comments were made on the style of the crews on the way up; but we heard few worth repeating except the objection that they both feathered too low, making a back splash which must necessarily stop way. The *Hercules* was moored to the buoy opposite Messrs. Muirhead & Co.'s dock, and the boats were got well in line, but at such a distance that *Red* evidently did not hear the starter's order and got away slightly behind. This however, as it happened, was of little consequence; for one of the eternal China boats was in the middle of the river, and the *Red* coxswain, steering directly across her bows, fouled her and came to a dead lock, seeing which *Blue* chivalrously pulled up and both boats turned to effect a fresh start. This time they got away well together with a clear course, and for the first few strokes *Red* drew slightly ahead. Whatever might have been the merit of the crew, however, it was impossible that with so bad steering they could win, and *Blue* quickly recovered their lost ground, and reversed the positions; their opponent's coxswain going through a series of oscillatory motions in the inverse sense, which elicited violent objurgations from the spectators on board the steamer, and caused a dancing motion in his own boat which seriously stopped her way. *All the way down to the commencement of the* shipping, *Blue* slowly increased their lead, until they were two or three lengths ahead; but now their adversaries had a chance of picking up much of their lost ground if their coxswain had known how to take advantage of his position. With the same skill, however, which he displayed throughout, he followed in his opponent's wake instead of going on the inner side of a ship, and henceforth *Blue* won as they liked, amid the cheers of the on-lookers and a universal expression of opinion that, but for the *Red* coxswain, it would have been a tight race.

The Secretary's Crew.—(*Blue*) 1

1	J. F. Seaman ...	... 10 st.	6 lb.
2	C. G. Lenny ...	... 10 „	11 „
3	J. Reding ...	... 10 „	2 „
4	D. Gilmour ...	... 12 „	8 „
5	J. Smith ...	... 10 „	6 „
6	J. Lloyd ...	... 12 „	3 „
7	E. G. Low ...	... 12 „	4 „
8	A. Dent ...	... 10 „	5 „
Cox.	W. J. Bryans ...	... 9 „	0 „

The Captain's Crew—(*Red*) 2

1	F. H. Parker ...	... 10 st.	0 „
2	B. W. Fellowes ...	... 13 „	10 „
3	F. Evans ...	... 10 „	4 „
4	M. C. Desperd ...	... 12 „	2 „
5	A. C. Westall ...	... 12 „	7 „
6	A. A. Hayes Jr. ...	... 12 „	6 „
7	J. A. Hawes ...	... 10 „	2 „
8	R. W. Little ...	... 11 „	10 „
Cox.	W. E. D. Bigsby ...	... 9 „	0 „

TIENTSIN SPRING MEETING.

First Race.—Tzechulin Stakes.—Half a mile. Tls. 75. Entries:—

Mr. Waverley's *Flying Buck.*	1
Mr. Martin's *Blanc Mange.*	

Ten started. The Race was between *Flying Buck* and *Blanc Mange*; and the Judge decided it a dead heat. *Challenger* and *Cockeye* nowhere. The deciding heat was run off after the day's races were over; both *Blanc Mange* and *Flying Buck* kept close together the whole way, *F.B.* having the inside place, but *Blanc Mange* passed him gradually on the winning post. Time, first heat, 1m. 5s. Second heat, not taken.

Second Race.—Town Plate.—Once round. For ponies not otherwise entered, except for the Roadster's, Selling Stakes, and Steeplechases. Entries:—

Mr. Armstrong's *Brick Tea*	1
Mr. Semper's *Kniepnt*.........	2
Mr. Waverley's *Gladiateur*..	3

Kniepnt was last at starting, but passed *Gladiateur* on the first turn, and then went up and reached, and after a short time went ahead of *Brick Tea*: the latter being held back. *Kniepnt* took the lead down the hill but on coming in for the straight, *Brick Tea* came up and won easily, *Kniepnt* 5 length, behind, and *Gladiateur* a bad third. Time 3m. 3s.

Third Race.—Griffin's Plate.—One mile. For ponies that have never run before in China.

The Cosmopolite's *Quill Driver*	1
The Union's *Black Diamond*...	2
Mr. Semper's *Spot's George*...	3

Out of nine entries five started.—The start was not very good: both the *Jewel* and the *Spots* showing great fractiousness. At last they got away, the black one last, but *Spots* making a sort of dance instead of getting into his stride was left behind at once for about 50 yards. However he soon got to work and took a central position. *Black Diamond* and *Quill Driver* running together in the front. *Quill Driver* won by 7 lengths; *Black Diamond* second, the same distance between him and *Spots*, *Chang* fourth, *Rushlight* last.—Time, 2m. 14s

Fourth Race.—The Tientsin Cup.—Two *miles and a half.* 2nd pony receives Tls.—from the fund; last pony pays 3rd pony's entrance fee. Entries:—

Mr. Martin's *Blanc Mange*...	1
Mr. Corduff's *Anak*	2
Mr. Jackson's *Touch-and-go.*	3
Mr. Pavilion's *Donner*.........	4

All started except Mr. Waverley's two ponies. They got away well together, and kept in a bunch for the first round, and all passed the Grand Stand in a cluster; *Touch-and-go* leading, *Anak* close behind, and *Donner* on the outside, *Blanc Mange* last. On the back stretch *Blanc Mange* went to the fore and collared *Anak* and *Touch-and-go* down the hill. Up the home stretch it was a close race for these three. *Blanc Mange* won by two lengths, *Anak* 2nd, *Touch-and-go* fair 3rd, *Donner* 4th, and *Tormentor* last. *Tormentor* only started to make running for *Blanc Mange*, but he was of no use as he never even took third place. Time 6m. 23s.

Fifth Race.—The Peiho Stakes.—Three quarters of a mile. Winner of Tzechulin Stakes to carry 7lbs. over what he carried in that race. (As the Tzechulin Stakes was not yet decided, the penalty of 7lbs. extra was not inflicted upon *Flying Buck.*)

Flying Buck........................	1
Chang	2
Blitz.....................................	3
Scrub	4

Nine started. The race was won easily by *Flying Buck*, who came in 10 lengths ahead of *Chang*; *Blitz* 3rd; *Scrub* 4th; *Challenger* and *Rushlight* last. All were however pretty well together except the winner, who was all "alone in his glory." Time, 1m 42s.

Sixth Race.—Peking Cup.—One mile and a half. Winner of Maiden (Griffin's) Plate to carry 7lbs. over what he carried in that race. Entries:—

Black Diamond	1
Spot's George.....................	2
Sir Michael	3

Six started, and made a very good race. *Spot's George* got a very bad start, and passed the Stand on the first round about 6 lengths behind the ruck, and about 10 or 15 lengths behind the leading ponies, *Quill Driver*, *Black Diamond* and *Sir Michael*. There was not much change in position until coming down the hill, when the struggle for place began. As was to be expected, the 7lbs. penalty shut up *Quill Driver* before the home stretch was entered on, and *Black Diamond* came to the front closely pressed by *Sir Michael* and by *Spot's George* who had come down the hill with a terrific rush, going through the other ponies as if they were standing still. He could not catch the Black however, but came in a good second.

Seventh Race.—Flyaway Stakes.—Once over Steeplechase course. Only *Joke* and *Brute* started, and the former had it all his own way. Both jumped beautifully, but the little brown tired badly when ¾ round; he notwithstanding came in having taken every jump.

Second Day.

First Race.—Kiachta Cup.—One mile. Winner of one Race 7 lbs. extra; of two or more, 10 lbs. extra.

Scrub..................................	1
Chang	2
Cockeye..............................	3

The rider of *Challenger* could not get him to the starting post, so after waiting some time, the others started without him The general opinion was that the race was *Chang's*, but after a severe struggle up the hill house, *Scrub* came in a winner, *Chang* a length behind, *Cockeye* 3 lengths behind him. Five started. Time 2.22.

Second Race.—Roadster's Plate.—Twice round. For ponies not otherwise entered except for Town Plate, Selling Stakes, and Steeple Chase. Winner of Town Plate 5 lb extra.

Kniepnt.............................	1
Brick Tea...........................	2
Evergreen...........................	3

This was run in a canter nearly all the way. Coming down the hill for the second round, steam was put on, and the pace was pretty fast. *Brick Tea* could not stand his 5 lbs. penalty, and *Kniepnt* beat him by a length. *Evergreen* bad, third. No time, as they did not gallop until near in.

Third Race.—Challenge Cup.—Value 120 Guineas. Two miles. To be won at 2 consecutive meetings by a pony or ponies the property of the same owner. Eight started.

Blanc Mange......................	1
Black Diamond, ...	2
Flying Buck, ...	3
Spots George, ...	4
Quill Driver, ...	5
Anak, ...	6
Donner, ...	7
Touch and go, ...	8

They got away with a good start and *Quill Driver* at once took the lead at a tremendous pace, followed at about eight lengths' distance by *Flying Buck* and *Black Diamond*, with the rest not far off. These positions were pretty closely maintained during the race, until coming down the hill for the run in, *Blanc Mange*, who had been kept nearly last, rushed forward, and took the lead after entering the home stretch, hard pressed by *Black Diamond*. *Spot's George* took third place for a moment, but *Flying Buck* passed him again, and they passed the judge as numbered above. The race was a very good one, as there were no tragglers, all well up. Won by ½ a length. Immediately after the race, the Cup was presented to the owner of *Blanc Mange*. Time 4m. 51s.

Fourth Race.—Mongol Cup.—One mile and a quarter. Former winners at this meeting 7 lbs. extra. Penalties not accumulative.

This was reduced to a match between *Sir Michael* and *Rushlight*. The former won in a canter. No time.

Fifth Race.—Steeple Chase.—Half round Steeple Chase course, second pony receives Tls. — from the Fund. The last pony pays third pony's entrance fee.

This was no race. *Blanc Mange* went to the post to give *Joke* a start, the former was then quietly walked back. *Joke* went twice round the course, taking all the jumps beautifully; but on the second time at the first jump, opposite the Stand, did not exert himself sufficiently and pitched on his head turning an exact sumersault, as did also his rider, who fell fortunately clear of the pony. The rider immediately mounted again, took *Joke* back and put him over the jump again successfully. He was much applauded on coming in.

Sixth Race.—Selling Race.—Quarter mile. For all ponies.

If entered at a value of Tls. 25 to carry 134 lbs. (9st 8lbs.) with an increase of 4 lbs. for Tls. 25 increase. The owner of the second pony may claim the winner, otherwise the winner to be sold immediately after the Race at Auction, with all his engagements. Any amount realised by such sale over and above the sum at which the pony is entered, to go to the fund.

Entries,—

Brick Tea,...	Tls.	50	138 lbs.	145 lbs.
Tormentor,...	„	150	154 „	153 „
Longshot, ...	„	150	154 „	153 „
Quickdriver,	„	200	166 „	157 „
Struvelpeter,	„	50	138 „	149 „
Spot George,	„	200	166 „	149 „
Kniepnt, ...	„	75	142 „	149 „
Challenger,	„	100	146 „	141 „
Anak, ...	„	100	146 „	149 „
Gladiateur,	„	100	146 „	153 „

Longshot, *Quilldriver*, *Spot's George* and *Challenger* did not start. *Struvelpeter* jumped away with the lead, which he kept nearly all the way, but on running in was passed by *Gladiateur* and *Brick Tea*. The former of whom won by a head. *Brick Tea* claimed a foul, which was not allowed. *Struvelpeter*, third, *Anak* fourth.

Third Day.

First Race.—Ceylon Planter's Cup.—Value Tls 100, presented. One mile and a-half. For new winners at this meeting, 5 lbs. extra.

The starters were:—

Spots George	1
Black Diamond	2
Flying Buck	3
Sir Michael	4
Scrub..............................	5
Cockeye..........................	6
Touch-and-Go	Pulled up.

This was a very interesting race. The owners of *Black Diamond* felt very confident of winning, and *Flying Buck* had also a good many supporters. The *Spots* were also fancied by a few, as the 5th penalty to be carried by the *Black* and the *Flying* one was a damper on their prospects. The weights, however, were actually equal, as the rider of the *Spots* rode 5 lbs. over weight. *Sir Michael* made the running at a strong pace, with *Buck* close in his wake. The *Spotted* one again took a central position; *Black* one of the last. In this fashion they passed the Grand Stand, and went down the back stretch, where *Touch-and-Go* was pulled up. On coming down the hill, the *Diamond* shot to the fore at a great pace, and *Sir Michael* commenced to fall astern. *Buck* still crowded sail, and on coming into the straight for the run in, they were *Diamond*, *Buck*, *Sir Michael* and *Spots*; the rest could not be distinguished. After a most exciting struggle, *Spots* came in a winner by two lengths, running strong; *Black Diamond* 2nd; *Sir Michael* and *Flying Buck* raced for 3rd, which the *Buck* took. *Cockeye* made no show. The rider of the *Spotted* one received a perfect ovation when riding up to scale, which he fully deserved for his admirable pilotage of his nag. Time, 3m. 36s.

Second Race.—Tai Yuen Stakes.—Three miles. Second pony receives Tls. — from the Fund; last pony pays third pony's entrance fee.

This race did not attract much interest, as the only starters were *Blanc-Mange* and *Donner*; every one thinking it a safe thing for the white. *Donner* took the lead, and they went round twice very easy. On the back stretch the white collared the black, and they raced together until coming down the hill, when *Blanc-Mange* took the lead and maintained it easily. Both ponies passed the stand still full of running. Time, 8m. 13s.

Third Race.—Trial Stakes.—One mile. For all winners at this meeting.

Black Diamond	1
Quill Driver.........................	2
Flying Buck..........................	3.
Brick Tea.............................	4
Spots George	5
Gladiateur	6

There were six competitors for this race. *Quill Driver* was the favourite. A tolerably good start was effected, the *Spots*, however, getting a bad go off. He was last until half way down the hill, when he made a strong push, but could only get past *Gladiateur*. All up the home stretch there was a sharp contest between the *Jewel* and the *Penman*, but it ended in favour of the black by a length; *Buck* a good third. Time, 2m. 19s.

Fourth Race.—Consolation. One mile. For all losers at this meeting.

Six of the vanquished, as in the preceding race six of the victors, put in an appearance.

Chang	1
Blitz	2
Cockeye	3
Challenger	4
Undaunted	Would not start
Anak	5

Chang and *Blitz* were the favourites, some choosing one, some the other; and the event justified public opinion. The race was entirely between these two; *Chang* having got a very advantageous start, took the lead and kept it, but was closely pressed by *Blitz* in running home. None of the others had a chance. *Undaunted* pertinaciously refused to start; his rider, however, being equally persevering, kept at him for ten or fifteen minutes, and finally took him round the course, administering severe punishment. Time, 2m. 24s

A Mafu's Race was then organised, and 13 ponies started; it was won by Mr. Harms's man upon *Sir Michael*.

Two or three Donkey Races, which caused much amusement, concluded the sports; and thus ended a most successful meeting. The weather was propitious, though the great dust was annoying. The first two days were very hot; the third much cooler.

H. B. M. SUPREME COURT.

May 31st, 1866.

Before C. Goodwin, Esq.,

N. B. Bonny *versus* J. M. Hockly.

The plaintiff claimed Tls. 238.30 for goods supplied and balance of salary due.

Mr. Lawrance wished to take a preliminary objection to the jurisdiction of the Court in the case, in the sense that, Mr. Hockly being a servant of the Chinese government, could not be sued in this Court for matters connected with the Chinese government. The Harbour Master's department, though separate from the Customs, worked in connection with it on a similar footing; and if the Court held that the Harbour Master was personally liable for the salaries of his subordinates, the Commissioner of Customs must also be liable for the salaries of the employes in the Custom House. He would beg the attention of the Court to a dispatch written by Mr. Burlingame to Mr. Seward and endorsed by Sir Frederick Bruce, ruling that no foreigner in the employ of the Chinese government was amenable to the Consular Courts, in respect to acts done in his official capacity. The remedy lay in the hands of the Chinese Court. This was an important point and he (Mr. L.) was assured that the Commissioner of Customs was anxious a decision should be given as to whether, in the event of his being sued under similar circumstances, he could be brought into the Supreme Court, or whether, seeing that the Chinese government only was concerned, it would be held that he was not personally liable.

The Court saw nothing in the plaint to connect the defendant with the Chinese service.

Mr. Lawrance pointed to the bills sent in by Mr. Bonny, which alluded to goods supplied for the "Harbour Master's" department.

Mr. Bonny only recognised Mr. Hockly as a private individual, and looked to be paid by him;—not as a Chinese official, or on behalf of the Chinese government.

The Court considered the case was sueable in this Court. The whole case turned on the question whether Mr Bonny received his orders from the Harbour Master as a private individual, or as an official of the Chinese Government?

Mr. Lawrance urged that Bonny must have known he was in the employ of the Chinese government, although Mr. Hockly was his immediate superior.

The Court still thought it was competent to it to entertain the question; it would, however, reserve the point for consideration.

Mr. Lawrance said, assuming that the Court had no jurisdiction, it would be trying the case for the Chinese government. The sum was small in this instance; but the question might become very important in the event of a larger amount being at stake.

The Court suggested that Mr. Hockly might have given orders in a way which would not render the Chinese government responsible.

Mr. Lawrance, after reading extracts from Mr. Burlingame's letter, said that in a previous case the Consular Court had refused to recognise a summons issued against Mr. Fitzroy in respect of damage done to goods at the Custom House. His client, however, had not the slightest objection to this case being gone into.

Nathaniel B. Bonny.—At present I am unemployed. I was formerly engaged in the Harbour Master's department at Woosung. I was there about three years. Mr. Hockly was in the habit of giving me verbal orders to get certain work done if my boat wanted repairing. All such outlays have been paid except the last. The last repairs were done by another person. Mr. Hockly did not send me a boat, so I hired one. The anchor I found.

To Mr. Lawrance.—I signed the salary book kept in the office of the Harbour Master's Department. The letter you read is a copy of a letter Mr. Hockly wrote to me regarding the anchor. Mr. Hockly was aware that the anchor was recovered from the river and given me by Capt. Endicott. In the presence of a number of gentlemen in my dining room Mr. Hockly said that will pay you very well. Mr. Hockly never claimed the anchor until the day I was leaving. It was given me in the presence of Mr. Nye. I attached it to the tide-pole for my own convenience.

Mr. Lawrance said Mr. Hockly had always been under the impression the anchor belonged to the Chinese Government; but after what had passed he was willing to give it up.

J. M. Hockly.—I am Harbour Master at Shanghai in the service of the Chinese government. I have several employés under me. They are paid at the end of each month. The Chinese government make a certain allowance every month for the expenses of the office. If there are any extra expenses incurred, I send the accounts to the Commissioner of Customs, who forwards them to the Taotai. Mr. Bonny was one of those whose salary is remitted every month by the Chinese Government. Mr. Bonny has certified bills of expenses incurred at Woosung. I did not give instructions for the purchase of the boat charged. I swear that I never gave him instructions to buy it. I should remember it if I had. In regard to the salary claimed, Mr. Bonny was ill in consequence of a fall. I explained to him that he would have to find a substitute. The salary of the substitute was deducted from Mr. Bonny's pay. If I had advanced it, I should not have got it refunded by the Chinese Government. They always expect a substitute to be found in case of sickness, especially where that sickness is incurred in the pursuit of private avocations. I gave no order for the repair of the six-oared gig and jolly boat. The bill was not handed in until six months after the repairs had been executed. Even if I had given instructions, the bill ought to have been sent in at once. I have no reason whatever to doubt that Mr. Bonny considered he was in the employment of the Chinese. He knew the salaries were derived from the Chinese government. There could not be a question or doubt as to his knowing he was in the employment of the Chinese government.

To Mr. Bonny.—The employés in the Harbour Master's office are paid by a cheque signed officially by me, drawn on the Chartered Mercantile Bank. By officially, I mean that I sign Harbour Master after my name. I remember supplying the department at Woosung with time pieces. Your explanation of your reasons for getting them was sufficient. The bill was presented 18 months after they were bought. I remember being taken off a junk in a six-oared gig the summer before last. I cannot say that I remember the boat leaked. There was a heavy sea through which we could scarcely pull; this caused the water in the boat. I do not remember speaking to you about a gig which was near your house. I remember your speaking about a four-oared gig. The conversation you allude to did not occur in September. I should not think anything had been done to the six-oared gig for a year. She was in so disgraceful a state that I was near condemning her.

Alfred Gardner.—I have seen the six-oared gig used at Woosung, referred to by Mr. Bonny. She was in a very bad state. I should not think she had had a carpenter near her for two years.

Alexander Grange.—I succeeded Mr. Bonny at Woosung. I considered myself in the employ of the Chinese government. I know the six-oared gig. She was in a very bad state when I got her. She had no appearance of having been repaired recently.

To Mr. Bonny:—I saw no appearance of a new plank or planks in the boat. Mr. Hockly engaged me verbally to act temporarily as your successor in the Harbour Master's department. It often happens that a boat has been repaired, and the appearance of it wears off in a few months.

Mr. Lawrance said it was hardly necessary to trouble the Court with any observations. Assuming that the point of jurisdiction over the defendant as a Chinese official was reserved, he (Mr. L.) would merely refer to one or two items in the account rendered. It was very extraordinary that, if Mr. Bonny really held authority for the disbursements, he did not press for payment before. He waited until after he was dismissed and had plenty of time to rake up old grievances and convert them into items against Mr. Hockly. As to the item of Tls. 25 for an anchor and chain, Mr. Hockly was satisfied to yield that, as Mr. Bonny swore so positively to its being his and not belonging to the Chinese government. But for the money said to have been advanced to Mr. Broadhurst, Mr. Bonny was bound to pay that out of his own salary which he duly drew during the period of his incapacity. The Court had been informed upon oath as to the mode in which Mr. Bonny was employed, and if Mr. Hockly were held to be bound to supply a substitute during Mr. Bonny's illness or incapacity, it would be quite contrary to the regulations under which all the subordinates in the Custom House were employed. As to the Tls. 31 and Tls. 10, Mr. Hockly denied his liability upon two grounds:—first that inasmuch as he was a Chinese official he was not amenable to the jurisdiction of the Court in a question touching his public capacity, and secondly because he had given no authority for the expenditure. It was unreasonable to suppose that Mr. Bonny could recover the sums demanded so long after they were alleged to be due when there was so much smaller a chance than before of verifying them. It was quite clear that Mr. Bonny knew perfectly well that he was a servant of the Chinese government. His attempted equivocation under cross-examination was a sufficient proof of that. He was a servant of Mr. Hockly's, Mr. Hockly being himself an employé of the Chinese government, and it was in this latter capacity only that he could look to Mr. Hockly. The signing of the salary book in the Harbour Master's office proved this, as did the signature of cheques for salary, &c. by Mr. Hockly as *Harbour Master*, which would not have been done had Mr. Hockly employed his subordinates in a private capacity. It was consequently clear that Mr. Hockly must in this case be looked upon apart from his private capacity, and in doing this the Court was supported not only by the fact being notorious that Mr. Hockly was employed by the government, but also by the recognised principle in the Custom House that none of the employés can look to the heads of their various departments for salary or anything else. They have no ground to go upon if they attempt to look to their employés as private individuals. If Mr. Bonny had any claim, it must be submitted to the Chinese government, and Mr. Hockly was still willing so to submit it, as he had offered to do in his letter of 20th April. In case, however, of the Court expressing an opinion that Mr. Bonny had a claim against the government, Mr. Hockly would of course reserve the right of testing the accuracy of the claim laid.

Judgment reserved.

SWATOW.

We have been favoured with the subjoined copy of *Land Regulations* which it appears have of late been adopted in practice by certain foreign residents at the port of Swatow. We are informed that the Code has never before been committed to writing, but has hitherto been the *lex non scripta* by which land transactions have been regulated. Steps will of course be taken to obtain formal legalisation by the foreign ministers, but should this be refused or delayed there appears to be no reason to fear that any change will be made in the present system, which we believe works remarkably well.

LAND REGULATIONS.

I.—Persons desirous of obtaining land may select the most suitable and valuable piece, and, without inquiring into the ownership thereof, can at once take possession.

II.—It will not be necessary to obtain deeds for the said land, or to notify the Consuls or any of the Chinese officials of such occupation.

III.—Should trouble arise with the former owner, it will be sufficient to state that the land was purchased through a Chinaman whose name need not be given, but who if discovered must be protected by the foreign occupier, even though native police should attempt his arrest under warrant.

IV.—Buildings may be erected on the land so acquired, and any attempt by the authorities to stop such work may be resisted.

V.—Should an unrepresented foreigner have previously purchased the land so selected and occupied, recourse may in all cases be had to arms, and any number of persons without regard to their characters or antecedents may be at once marched on the ground to assist in retaining possession.

VI.—Should the foreigner have to appear before any Chinese tribunal to prove his right to the land, he has merely to say that he HAS, that is to say that he holds it by "squatter's right," and he would like to see the Mandarins or any one else turn him out.

VII.—Should the authorities appear dissatisfied with this explanation, attempts may be made to bribe them by presents; gold cups and little girls aged 12 or thereabouts being especially recommended.

VIII.—At all hazards, the ground must be held, and foreigners are expected to stand by one another and not allow their rights to be interfered with either by the Chinese officials or by Treaty Consuls, who may endeavour to urge the necessity for full enquiry into the ownership of land taken possession of as provided for by these regulations.

Swatow, December, 1865.

MUNICIPAL COUNCIL.

Council Room,
Shanghai, 31st May, 1866.

At a Special Meeting *of the* Council, *held at the* Public Office *in the* Honan Road, *on* Thursday *the* Thirty-first *day of May* 1866, *pursuant to Notice.*

Present.

William Keswick, Esquire, *Chairman.*
Alfred James How, Esq. *Vice-Chairman.*
Mr. Councillor Duncanson.
" " Coutts,
" " Probst,
" " E. Iveson.
" " A. A. Hayes, junr.

152.—The Secretary's summons calling the meeting was read.

The Chairman stated that the object of the present meeting was to finally pass the Revised Scale of Wharfage Dues framed on the basis adopted by the Land Renters at their meeting of the 18th April 1866, held at Her Britannic Majesty's Consulate, and approved of by the Committee of the Shanghai General Chamber of Commerce.

The Tariff of Wharfage Dues was laid on the Table and considered, when

153.—It was moved by Mr. Councillor Coutts, seconded by Mr. Councillor Duncanson and unanimously

Resolved—

That the Tariff of Wharfage Dues as authorized at the Land Renters' Meeting of the 18th April 1866 upon Imports to, and Exports from, the port of Shanghai, shall take effect on and from the 1st June 1866, and that the Scale of Charges be printed for the guidance of the community.

Some other subjects were discussed and referred to the notice of the different Committees.

W. Keswick,
Chairman.

Alex. Johnston,
Secretary.

MISCELLANEOUS.

THOMAS HUME,
PUBLIC ACCOUNTANT,
REAL ESTATE
AND
General Commission Agent.
YOKOHAMA.
tf 713 May 10th, 1866.

MISCELLANEOUS.

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10a, Coleman Street, London.
N.B.—Be sure and write for Judson's Dye.
14oc-66 o-a-w 651 Oct. 14th, 1865.

Cordial of the Benedictine Monk of the Abbey of Fecamp.

THIS Liqueur which dates from 1510, is Tonic, Anti-apoplectic, Digestive, and of an exquisite flavour. The Salutary Plants of which it is composed are gathered on the Cliffs of Normandy, they possess all the vivifying emanations of the Northern Sea, and compose one of the best Cordials and one of the most efficacious preservatives against epidemic diseases.

Latterly the French Medical men have almost unanimously prescribed it for patients who by their gastric tendency were more subject to attacks of FEVER and CHOLERA. May be had of

A. Legrand Aine, at Fecamp.
House in Paris.—No. 19, Rue Vivienne.
This Liqueur may be found all over the World at the Principal Wine and Spirit Merchants, Pharmaceutists, Confectioners, Grocers, and Dealers in Provisions in General, &c.
27ja 689 January 27th, 1866.

TUPPER & Co.,
Manufacturers of
GALVANIZED CORRUGATED IRON
IRON ROOFING, SHEDS, BUILDINGS, CHURCHES, SCHOOLS,
&c., &c.
61 a, Moorgate Street, London, E.C.
23de-66 671 December, 23rd, 1865

HALL & HOLTZ,
SHIP CHANDLERS, STOREKEEPER
AND BAKERS,
BREAD AND BISCUITS.
SHANGHAE.

NOTICE.

ADVERTISERS are particularly requested to send in Circulars, Notices, Advertisements, &c., intended for the morning issue, as early on the Afternoon or Evening of the preceding day, as is possible.

Much delay and inconvenience would be avoided if all communications on business were addressed to *The North-China Herald Office,* and not to individuals by name.

As the Settlement has become so extensive, those of our subscribers who desire to get their papers early, would do well to send their own coolies to this Office at 7 o'clock A.M.

tf *Shanghai,* 1st *Oct.,* 1863.

MAIL CARD
AND
ENGLISH & CHINESE
KALENDAR
FOR 1866,
Are now ready for delivery at this Office
January 26th, 1866.

OPIUM.

Opium Return for week ending 26th May, 1866.

IMPORTED.

	Malwa.		Patna.		Benares.		Persian.	
	Chests.	Weight.	Chests.	Weight.	Chests.	Weight.	Chests.	Weight.
Imported and stored on board Receiving Vessels	1198	1198	216	259.20	32	38.40	...	...
Imported and transhipped for re-exportation without being stored on board Receiving Vessels or landed	37	37	...	...	...	...	...	...
Imported direct to the shore	...	...	...	...	...	...	...	...
Total	1235	1235	216	259.20	33	38.40	...	...

	Malwa.		Patna.		Benares.		Persian.	
	Chests.	Weight.	Chests.	Weight.	Chests.	Weight.	Chests.	Weight.
Landed from Receiving Vessels and intended chiefly for Local consumption	49	49.00	163	195.60	13	15.60	...	...

RE-EXPORTED.

Description.	Chinkiang.		Kiukiang.		Hankow.		Chefoo.		Tientsin.		Newchwang.		Ningpo.		Foochow.		Nagasaki		Takao.		Total	
	Chests.	Weight	Chests.	Weight.	Chests.	Weight.	Chests.	Weight	Chests.	Weight	Chests.	Weight	Chests.	Weight.	Chests.	Weight.	Chests.	Weight.	Chests.	Weight.	Chests.	Weight.
Malwa	100	100.00	73	73.00	117	117.00	67	67.00	115	115.00	10	10.00	41	41.00	...	...	...	...	...	...	523	523.00
Patna	5	6.00	...	...	3	3.60	...	...	...	...	...	...	10	12.00	...	...	1	1.20	...	...	19	22.80
Benares	3	3.60	...	...	10	12.00	...	...	15	18.00	...	...	13	15.60	...	...	...	...	...	...	41	49.20
Persian	...	...	1	1.00	...	...	...	...	10	10.00	...	...	...	...	...	...	...	...	...	...	11	11.00
Turkey	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	108	109.60	74	74.00	130	132.60	67	67.00	140	143.00	10	10.00	64	68.00	...	...	1	1.20	...	...	594	606.00

[Edited by R. Alexander Jamieson. *Printed and Published at the "North-China Herald" Office Shanghai.*]

HULKS.

No.&Sec	Name.	Commander.	Flag.	Tonnage.	Agents.
3 s	Aeriel,	Deslandes			P. F. Cama and Co
4 s	Berwick Walls,	Patridge	British		Jardine, Matheson and Co.
7 p	Bethel,				
6 s	Keen-ta	Holmes	American barque	286	
6 p	Kingsan,	Brown,	American ship		Augustine Heard & Co.
1 s	Lady McNaughten,	Green,	British ship	570	M. I. Steam-ship Company
8 s	Louisa,		British ship	90	Wheelock Brothers
9 p	Melbourne,	Friday,	British barque	594	Shaw, Brothers & Co.
O U. L	Ngapuhi,		British ship	545	Harbor Master
5 p	Nimrod,	Howard,	British barque	262	H. I. M.'s Customs
7 s	Ross,	Richardson,			F. R. Gamwell
Tonkado	Toy Fat,	Casslar.	Prussian barque	266	Wm. Pustau & Co.
3 s	Wellington,	Bennett,			

TUG BOATS PLYING FOR HIRE.

No.&Sec	Name.	Commander.	Flag.	Tonnage.	Agents.
	Bunker Hill,	James	American steamer	63	J. H. Wignall & Co.
	China	Jensen	Prussian steamer	146	T. Kroes and Co
	Emperor,	James	British steamer	106	
	Fei Yuen,	Erickson,	British steamer	50	Shanghai Tug and Lighter Company
	Fokelin,	Kofod,	British steamer	70	Captain Patridge
	Hercules	Parkes,	Chinese steamer		
	Martin White,	D. Lynch,	American steamer	100	H. Fogg & Co.
	Orphan	Wendall	American steamer	160	Master
	Sampson,	Ryder,	British steamer	81	Hunt & Co.

MEN-OF-WAR IN HARBOUR.

No.&Sec	Name.	No. of G. B.	Commander.	Flag & Rig.	Guns.	H. P.	Men.	Date of Arrival.	Where from
3 s	Acorn,	......	Spear,	H. M. S.	......	......	......		Hospital Ship
5 s	Algerine	......	Tucker	H. M. G. B.	2	......	......	May 8	Hankow
4 c	Basilisk	......	Hewett	H. M. Corvette	6	400	175	May 21	Hongkong
4 s	Starling,	......	Tender Senior Officer	H. M. G. B.	2	......	......		
O D	Deroulede	......	Richy	H. I. M. G. B.	2	90	40	Apr 16	Hankow
2 s	Hongkong,	......		H. I. M. S.	1	......	25		
6 c	Laplace	......	Amet	H. I. M. S.	......	......	......	May 24	Light Ship

SUPPLEMENT
TO THE
NORTH-CHINA HERALD, JUNE 2, 1866.

SHIPPING INTELLIGENCE.

ARRIVALS.

Date.	Ship's Name.	Flag & Rig.	Tons	Captain.	From	Sailed	Cargo.	Consignees.
May 13	General Harbitz,	Norw baq	348	von der Che	Newport	Nov 5	Coals	Wm. Davison, for Agent
... 26	Express	Br str	290	Whitelow	Ningpo	May 25	General	David Sassoon, Sons and Co
... 26	Rona	Br str	781	Morrison	Hankow	... 23	do	Jardine, Matheson and Co
... 26	Shanse	Am str	561	Hammond	Hankow	... 23	do	Russell and Co
... 26	Stella	Br baq	265	Day	Singapore	April 24	do	Master
... 26	Lauderdale	Br ship	851	Hutchings	London	Dec 20	do	Jardine, Matheson and Co
... 26	Tewkesbury	Br ship	1017	Fowler	Cardiff		Coals	F. R. Gamwell
... 27	Corea	Br str	648	Russell	Hongkong	May 24	General	Jardine, Matheson and Co
... 28	Kiangse	Am str	574	Law	Ningpo	... 27	do	Russell and Co
... 28	Ville de Grenada	Fr baq	300	Croulze	Hakodadi	... 9	do	Buissonnet and Co
... 28	Neptune	Br baq	533	Parkins	Sunderland	Nov 17	Coals	Wm. Davison, for Agent
... 29	Express	Br str	290	Whitelow	Ningpo	May 28	General	David Sassoon, Sons and Co
... 29	Huquong	Am str	1383	Simmons	Hankow	... 24	do	Russell and Co
... 30	Kiangse	Am str	574	Law	Ningpo	... 29	do	Russell and Co
... 30	Kiang-loong	Am str	945	West	Hankow	... 27	do	Augustine Heard and Co
... 30	Illimani	Br baq	406	Diamond	Liverpool	Dec 1	do	Smith, Kennedy and Co
... 30	Ousuri	Br baq	369	Paton	Swatow	May 20	do	A. R. Tilby and Co
... 30	Lizzie Boggs	Am baq	449	Dizer	Swatow	... 20	do	Augustine Heard and Co
... 31	Express	Br str	290	Whitelow	Ningpo	... 30	do	David Sassoon, Sons and Co
... 31	Oceanica	Fr baq	273	Wilson	Sourabaya		Sugar	Borneo Company Limited
... 31	Pak Wan	Br ship	800	Wawn	Sydney	April 6	Coals	Ried and Co
... 31	John R. Worcester	Br ship	824	Brown	Greenock	Feb 12	General	Jardine, Matheson and Co
June 1	Kiangse	Am str	574	Law	Ningpo	May 31	do	Russell and Co
... 1	Dumbarton	Br str	944	Shaw	Ningpo	... 31	do	Gibb, Livingston and Co
... 1	Hoang Ho	Br ship	565	Garrington	London	Jan 17	do	Preston, Breuell and Co
... 1	Bien Hoa	Fr baq	344	Leveque	Sydney	March 23	Coals	Frazar and Co
... 1	Agamemnon	Br ship			Sydney		do	

DEPARTURES.

FROM THE ANCHORAGE.

Date.	Ship's Name.	Flag & Rig.	Tons	Captain.	Destination.	Cargo.	Dispatches by.
May 25	Sea Horse	Hulk			Hankow		
... 26	Coulnakyle	Br sh	579	Alexander	Hankow	Ballast	Gibb, Livingston and Co
... 26	Alma	Am sch	131	Eldridge	Nagasaki	Tea, etc.	Russell and Co
... 26	Akindo	Br baq	369	Scott	Hakodadi		John Thorne
... 26	Ying-tsze-fei	Br str	315	Stocks	Chefoo & Tientsin	Opium, etc.	Trautmann and Co
... 26	Kiangse	Am str	574	Law,	Ningpo	do	Russell and Co
... 27	Express	Br str	290	Whitelow	Ningpo	do	David Sassoon, Sons and Co
... 27	Yeddo	Br str	290	Laity	Tientsin	Tea, &c.	W. R. Adamson and Co
... 27	Fire Queen	Am str		Gray	Hankow & Ports		Russell and Co
... 27	Cadiz	Br str	481	Bluett	Yokohama	Sundries & Re-exports	Wm. Davison, for Agt
... 27	Granada	Br str	331	Cates	Nagasaki	do	Wm. Davison, for Agt
... 27	Pluto	Chi str	......	Pike	Nanking		Chinese Government
... 28	Kiangse	Am str	574	Law	Ningpo	Opium, etc.	Russell and Co
... 29	Simoda	Br sh	650	Drysdale	Fuchau	Cotton, etc.	Dow and Co
... 29	Prefet Paul Feart	Fr baq	461	Picard	Chefoo	Ballast	Master
... 29	Express	Br str	290	Whitelow	Ningpo	Opium, etc.	David Sassoon, Sons and Co
... 29	Tun-sin	Br str	610	Bound	Hankow & Ports		Geo. Barnet and Co
... 29	Osprey	H. M. S.	......	Menzies	Hongkong		
... 30	Rona	Br str	784	Morrison	Hankow & Ports		Jardine, Matheson and Co
... 30	Sir Lancelot	Br sh	885	McDougall	Hankow	Ballast	Jardine, Matheson and Co
... 30	President Harbitez	Norw. bk	258	von der Che	Newchwang	Opium	Siemssen and Co
... 30	Manilla,	H. M. S.	......	Stuart,	Chefoo		
... 30	Kiangse	Am str	574	Law	Ningpo	Opium, etc.	Russell and Co
... 30	City of Nantes	Br str	345	Mooney	Fuchau & Ningpo	Sundries & Re-exports	J. H. Wignall and Co
... 31	Japan	Br str	255	Bell	Chefoo & Tientsin	Opium, etc.	Smith, Kennedy and Co
... 31	Shanse	Am str	561	Hammond	Hankow & Ports		Russell and Co
... 31	Suwo Nada	Am str	1802	Jayne	Hongkong	Tea, etc.	Augustine Heard and Co
... 31	Tae-chang	Fr sch	102	Fribarren	Tientsin	do	Buissonnet and Co
... 31	Express	Br str	290	Whitelow	Ningpo	Opium, etc.	David Sassoon, Sons and Co
... 31	Barrosa,	H. M. S.	......	Boys			
... 31	Hardy	H.M.g.b.	......	Morice	Ningpo		
... 31	Confucius	Chi str	265	McCaslin	Ningpo		Chinese Government
June 1	Morning Star	Br sh	562	Johnston	Fuchau	Cotton, etc.	Frazar and Co
... 1	Fusi-Yama	Br str	1200	Hardie	Hankow & Ports		Dent and Co
... 1	Pluto	Chi. str	......	Parkes	Nanking		Chinese Government
... 1	Kiangse	Am str	574	Law	Ningpo	Opium, etc.	Russell and Co

SHIPPING IN HARBOUR AND AT WOOSUNG, JUNE 2, 1866.

MERCHANT STEAMERS.

No.&Sec.	Ship's Name	Commander	Flag & Rig	Tonnage	Date of Arrival	Where from	Consignees or Agents	Destination	Remarks
3 p	Anna		Am str	70	Apr 12	Chinkiang	H. Fogg and Co.		Laid up
1 a	China	Schroon	Br str	25			Trautmann and Co.		Laid up
7 p	Columbia	Stewart	Br str	600	May 24	Nagasaki	Glover and Co		
7 s	Corea	Russell	Br str	648	May 27	Hongkong	Jardine, Matheson and Co	H'kong & Canton	3rd instant
	Dumbarton	Shaw	Br str	944	June 1	Ningpo	Gibb, Livingston and Co	Fuchau & H'kong	3rd instant
M I M	Dupleix	Mélizan	Fr str	172	May 16	Yokohama	Messageries Imperiales	Yokohama	24h after F. Mail
7 p	Esperança	Silva	Port str	320	May 15	Nagasaki	A. A. Wheelay		
4 s	Faust		— str	30					Laid up
4 s	Grete	Godow	Prus str	30	Jan 13		Wm. Pustau and Co.		Laid up
4 s	Heichew	Comstock	Am str	30		Sedong	T. J. Falls		
S S N J	Huquong	Simmons	Am str	1383	May 29	Hankow	Russell and Co	Hankow & Ports	3rd instant
5 s	Kiang-loong	West	Am, str	945	May 30	Hankow	Augustine Heard and Co	Hankow & Ports	3rd instant
6 p	Mercury		Br str	138	June 28	Ningpo	Reid and Co.		Laid up
4 p	Paw-loong	Simmons	Am str	80		Wreck of *Wokee*	T. J. Falls		
1 s	Shanyuan		Br str	30			Trautmann and Co.		Laid up
4 p	Szechuen	Perkins	Am str	513	Jan 10	Ningpo	Russell and Co.		Repairing
6 s	Ta-pang-nyo	Grindle	Br str	517	May 23	Hongkong	Trautmann and Co		
3 s	Tatung	Cook	Am str	107	Apr 10	Hankow	H. Fogg and Co		
1 s	Taurus	Smith	Br str	25					Laid up
1 s	Tsatlee	Tubbs	Am str	60	Feb 19	Soochow	Russell and Co.		Laid up
5 p	Wan-Loong-Fei	Merrills	Br str	45	Sept 10	Launched	Geo. Barnet and Co.		Laid up
7 p	Whampoa		Br str	115	Dec 25	Ningpo	David Sassoon, Sons and Co		Laid up
5 p	Wusung	Hollett	Am str	161	Jan 13				Laid up

MERCHANT SAILING VESSELS.

No.&Sec.	Ship's Name	Commander	Flag & Rig	Tonnage	Date of Arrival	Where from	Consignees or Agents	Destination	Remarks
	Agamemnon		Br sh		June 1	Sydney			
1 p	Bankside	Frall	Br baq	485	May 14	Swatow		Chefoo	Immediately
	Bien Hoa	Leveque	Fr baq	344	June 1	Sydney	Frazar and Co		
9 c	Bolina	Russell	Br baq	433	Aug 25	Yokohama			
3 c	Burdwan	Douglas	Br sh	803	Apr 27	Fuchau	Dent and Co	London	Early
7 c	Cinderella	Williams	Br sh	877	Apr 6	Sydney	Dent and Co	London	Immediately
2 c	City of Aberdeen	Jerrib	Br sh	561	May 11	Sydney	Dent and Co	London	Early
3 s	Duck	Lorenzo	Br sch	145	July 21	Fuchau	P. F. Cama and Co		Laid up
1 p	Ellen Prowse	Macdonald	Br baq	345	May 24	Sunderland	Order		Discharging
1 s	Elizabeth	de Boer	Dut bg	221	May 25	Swatow	Wm. Pustau and Co		
3 c	Ethiopian	Edwards	Br sh	830	May 3	Melbourne	W. R. Adamson and Co	London	Early
6 s	Eunice Nicholas	Barry	Br sh	1069	May 11	Fuchau	Captain	Fuchau	Early
M D	Euxine	Gardiner	Br baq	398	May 11	Woosung	Bourjau, Hübener and Co		Repairing
1 c	F. Reck	Stechmann	Bre baq	546	May 25	Swatow	Eduard Schellhass and Co		Ft or Ch
2 c	Fusi-Yama	Thompson	Br baq	556	May 22	Nagasaki	Gibb, Livingston and Co	London	Early
2 p	General Harbitz	von der Che	Norw bk	348	May 13	Newport	Wm. Davison, for Agent		
1 c	Georges	Verey	Br sh	473	May 24	Swatow	Jardine, Matheson and Co	London	Early
O D	Gunjara	De Raffin	Fr baq	276	May 9	Ningpo	Vaucher, Frères		Discharging
D J	Hoang Ho	Carrington	Br sh	565	June 1	London	Preston, Breuell and Co		
S W	Illimani	Diamond	Br baq	409	May 30	Liverpool	Smith, Kennedy & Co.		
7 s	Jennie	Morehouse	Br bg	300	May 24	Kanagawa	Augustine Heard and Co	Y'hama & San F.	Immediately
1 p	John Bunyan	Allen	Br sh	520	May 20	Swatow	Reid and Co		Discharging
3 c	J. R. Worcester	Brown	Br sh	824	May 31	Greenock	Jardine, Matheson and Co		
1 c	La Vierge	Rougnier	Fr baq	200	May 18	Hakodadi	Drucker and Co	Tientsin	Immediately
6 s	Lauderdale	Hutchings	Br sh	851	May 26	London	Jardine, Matheson and Co		
1 s	Libra	Dirksen	Dut bg	240	May 25	Swatow	T. Kroes and Co		
2 p	Lizzie Boggs	Dizer	Am baq	449	May 30	Swatow	Augustine Heard and Co		
2 p	Neptune	Parkins	Br baq	533	May 28	Sunderland	Todd and Co		
O J	Oceanica	Wilson	Br baq	273	May 31	Sourabaya	Borneo Company Limited	Ft or Ch	
3 s	Ousuri	Paton	Br baq	369	May 30	Swatow	A. R. Tilby and Co		
7 c	Pak Wan	Wawn	Br sh	800	May 31	Sydney	Reid and Co	London	Early
8 s	Petrel	Jervis	Br sch	267	May 31	Hakodadi	Dent and Co		Laid up
1 p	Princess of Wales	Barron	Br baq	353	May 25	N'castle on Tyne	David Sassoon, Sons & Co		Ft or Ch
1 p	Sarah Scott	Riches	Br baq	505	May 16	Swatow		Chefoo	Immediately
1 c	Stella	Day	Br baq	265	May 26	Singapore	Master		
8 c	Tewkesbury	Fowler	Br sh	1017	May 26	Cardiff	F. R. Gamwell,		Ft or Ch
3 c	Trebolgan	Lewis	Br sh	1171	Mar 25	Fuchau	Blain, Tate and Co	Liverpool	Early
2 c	Ville de Grenada	Croulze	Fr baq	300	May 28	Hakodadi	Buissonnet and Co	Hakodadi v. N'saki	Early
1 c	Whampoa	Carter	Br sh	1197	May 11	Fuchau	Jardine, Matheson and Co		Ft or Ch